

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping

Shipping.

Steamers.

**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
HODEIDAH, MASSAWAH, SUAKIM,
JEDDA, SUZ, PORT SAID,
BRINDISI, TRIESTE, VENICE
AND FIUME.**

*(Taking Cargo at through rates to CAL-
CUTIA, MADRAS, BOMBAY, GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS.)*

 The Co.'s Steamship
Elektra.


Capt. G. MAZONCHIO, who
will be despatched as above
on the 22nd Instant, instead of as previous
advertised.

Cargo will not be received on board after
5 p.m. prior to date of sailing.


For further information as to Passa-
ges and Freight, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, October 18, 1890. 17

UNION LINE.
FOR NAGASAKI.
The Steamship
Yorshik
 Captain ARNOLD, will
be despatched for the above
Port on WEDNESDAY, the 22nd Inst.,
4 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, October 20, 1890.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW
CHWANG, TIENTSIN, HANKOW
and Ports on the YANGTZE.)
The Co.'s Steamship
Menauts,
Capt. Gossard, will
be dispatched as above
FRIDAY, the 24th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 18, 1890. 18
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

 The Co.'s Steamship
Dredgation,
 Captain ASQUITH, will
 be despatched as above
 FRIDAY, the 21th Instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
 Hongkong, October 20, 1890.

YOKOHAMA.

The Steamship
Moon
Capt. JOHNSON, will
be despatched as above
on the 24th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.
Agents.

Hongkong, October 20, 1890.

FOR SINGAPORE, HAVRE & A

(Taking Cargo at through rates to)
ANTWERP, AMSTERDAM, ROTTERDAM,
LONDON, OPORTO, LONDON,
LIVERPOOL and BREMEN.)

The Steamship
Polyhymnia,
Capt. J. BEUNEN, will
be despatched for the above
Ports on MONDAY, the 27th Instant
Moon.

For Freight or Passage, apply to
SIEMSEN & Co.
Agents.

Hongkong, October 18 - 1900.

Shipping Vessels

FOR SAN FRANCISCO.

The A.L. British Ship
Thermopylae,
JERRYKYS, Master, will load
for the above Port, and
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September, 13, 1860.

FOR NEW YORK.

The 3/3 L.L.I. American Ship
George Skiffeld,
DURNING, Master, will load
for the above Port, and
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 27, 1860.

WINDSOR HOUSE.
ROBENKONG,
No. 8, QUEEN'S ROAD CENTRAL.
PRIVATE BOARD AND RESIDENCE
AND
FAMILY HOTEL.

This Establishment is situated in a
central position, opposite the Telegraph
Office and two doors from the Chartered
Bank. It offers FIRST-CLASS ACCOMMODATION
TO RESIDENTS AND TRAVELLERS,
a spacious DINING ROOM, and a large
number of well-furnished ROOMS,
with all comforts. A Good Table kept.
TABLE D'HÔTE.—Breakfast, 8 30 a.
Dinner, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Six
Months, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SET
MEALS IN GENTLEMEN'S QUARTERS.
CONTINENTAL LANGUAGES SPOKEN.

MRS. BOHM
Proprietress.

Hongkong, August 30, 1860.

most our present necessities. Before deciding, however, as to the amount of the loan, if such a scheme is sanctioned, it will be necessary to ascertain whether, besides those on the list submitted to Council yesterday, there are any other large works of equal importance which will have to be undertaken in the near future.

LOCAL AND GENERAL

PASSED SUEZ CANAL.
OUTWARD BOUND:—*Gu Maniering*, Ben-
lombard, Sept. 30; *Glenloch*, Oct. 3;
Braunshweig, *Glenloch*, *Prometheus*,
Sikh, 7; *Pembroke*, *Antonia*, 10;
Melbourne, *Titan*, *Medusa*, 14.

HOMEWARD BOUND:—*Bombay*, *Dragoman*,
Sept. 30; *Glenloch*, *Glenloch*, *Glenloch*,
Glenloch, *Antonia*, *Pekin*, October 7;
Prim, *Indra*, *Eufrates*, 10; *Ping-
suey*, 14.

The M. M. Co.'s steamship *Orma*, with the
French mail of Sept. 19th, left Saigon
on Sunday, October 19th, at 3 a.m.,
and may be expected here on or about
Wednesday, Oct. 22nd. This packet
brings replies to letters despatched from
Hongkong on Aug. 14.

The O. and O. Co.'s *Godie*, with the
American Mail of the 1st October,
leaves Yokohama on Tuesday, Oct.
21st, at daylight, and may be expected
here on or about Monday, Oct. 27th.

The P. & O. Co.'s steamship *Patella* left
Singapore on the 14th Oct., at 1 p.m.,
and may be expected here on or about
the 21st Oct.

The S. S. Co.'s *Arcturion*, with mails, &c.,
from Calcutta, left Singapore on the
15th Oct., and may be expected here
on or about the 22nd Oct.

The U. S. S. Co.'s *s. s. Melancia*, from Li-
verpool, left Singapore on October 16,
and may be expected here on or about
the 24th.

The D. D. R. Co.'s *Orma* left Singapore
on the 16th Oct., at 1 p.m., and may
be expected here on or about the 23rd
Oct.

The *Mogul Line* s. s. *Mogul* left Singapore
on the 17th Oct., and may be expected
here on or about the 23rd Oct.

The *Shiro Line* s. s. *Monmouthshire* left
Singapore on the 17th Oct., and may
be expected here on or about the 24th
Oct.

The N. G. J. Co.'s *Bornida* left Singapore
on the 21st Oct., and may be expected
here on or about the 28th Oct.

The P. & O. Co.'s *Zembyrd* left Bombay
for this port on the 17th Oct. at noon.

Messrs Carlitz & Co. inform us that the
N. G. I. steamer *Bornida* left Singapore
for this port this morning, and may be ex-
pected here on or about the 28th instant.

This meeting of shareholders of the Hong-
kong Marine Co., Limited, which was to
have been held this afternoon, had to be
postponed, there not being a quorum
present.

The two Japanese cruisers *Kobu* and *Hiei*,
on board which the survivors of the *Teru-
guchi* disaster are being taken home, arrived
here this afternoon and exchanged salutes
with the port.

His Excellency M. Lemaire, French Min-
ister to Peking, and Madame Lemaire,
arrived at Hongkong to-day on their way
to France. As stated before, M. Bistchoff,
heretofore acting as chargé d'affaires during
the absence of M. Lemaire.

An exhibition which has certainly a good
claim to be called "novel and mysterious" is
at present to be given at No. 9 Lyndhurst
Terrace. The "mystery" which consists
in a series of wonderful transformations
undergone by objects in full view of the
spectators, is very cleverly managed, and
the show is well worthy of a visit.

Prince Henri d'Orléans, who is accom-
panied by M. Bonvalot, arrived here to-
day from Haiphong, by the steamer *Hai-
phong*. The Prince was met by Mr.
May, Private Secretary to H. E. the
Acting Governor. Prince Henri has just
completed a journey across Central Asia,
on which he started fifteen months ago.

Miss Grace Plaided's Company will give
another performance of the most popular
pieces in their repertory, "My Sweetheart,"
to-night. A performance of Bellini's beau-
tiful opera "La Sonnambula" will be given
on Thursday evening, when Mr. C. H. Green
will appear as Count Rodolfo and a num-
ber of local amateurs will assist in the
chorus.

ERRANDS enacting is not so frequently
heard of now as it used to be before the
rattan was regularly adopted by the Mag-
istrate as a specific for this form of thiev-
ing, but a case still turns up once in a
while. In one that came before Mr.
Wodehouse to-day, the thief was a
Chinese, who had been charged with the
theft of a silver watch, and was found
guilty on the evidence of a man who had
seen him with the watch in his hand.

Two rich ladies were charged before
Mr. Wodehouse to-day, at the instance of
Inspector Benson, with stealing a couple of
bank cheques, one for \$20 and the other
for \$25, the property of Surgeon Major
Robbins. From the evidence it appeared
that one of the prisoners took the cheques
to a Chinese shop and tried to get them
changed for Japanese dollars. The shop-
man took the documents to a money-
changer, who advised him to take them to
the bank. On the return being presented
at the Hongkong and Shanghai Bank the
clerkman was arrested, and the theft dis-
covered. The case was remanded.

This evidence against the thief of the two
bank cheques, who are charged with the
theft of a silver watch, was a far com-
pleted on Wednesday last that he was
committed for trial.

THREE Chinese women were charged before
Mr. Wodehouse to-day, at the instance of
Inspector Stanton, with bringing a couple
of Chinese girls into the colony and detain-
ing them for the purpose of prostitution.
The girls said they had been sold by their
parents, but they did not wish to become
prostitutes. The case was remanded, bail
for each prisoner being fixed at \$50.

The first lot of subscription gifts, fifteen
in number, which arrived by the steamer
Orma, were drawn for at Kennedy's
House Repository yesterday afternoon.
The drawing resulted as follows:—No. 1,
grey, (1 min. 36½ sec.) Mr. G. T. Veitch;
No. 2, grey, (1 min. 37½ sec.) Mr. H. Ma-
clean; No. 3, chestnut, (1 min. 37 sec.) Mr.
D. McCulloch; No. 4, grey, (1 min. 36½
sec.) Mr. W. A. Cruickshank; No. 5, grey,
(1 min. 36½ sec.) Mr. A. G. Morris; No. 6,
chestnut, (1 min. 39 sec.) Mr. McLeay;
No. 7, spotted, (1 min. 39 sec.) Mr.
B. H. N. Mody; No. 8, grey, (1 min. 39½
sec.) Mr. H. W. Dick; No. 9, iron grey, (1
min. 40 sec.) Mr. Jones Hughes; No. 10,
chestnut, (1 min. 37 sec.) Mr. H. J. Scott;
No. 11, grey, (1 min. 37½ sec.) Mr. E.
Tomlin; No. 12, grey, (1 min. 38 sec.) Mr.
J. B. Irving; No. 13, grey, (1 min. 37
sec.) Mr. H. W. Dick; No. 14, grey, (1
min. 37 sec.) Mr. H. J. Scott; No. 15, grey,
(1 min. 33 sec.) Mr. D. B. Sassoon.

Mr. Wodehouse held an inquest at the Gaol
to-day into the death of a prisoner named
Wong Fak, who committed suicide this
morning by hanging himself in his cell.
The jury were Messrs John Roberts, D.
Newrojee and P. F. Rozario. Mr. Jones,
chief warder, said the deceased was recently
admitted for a period of twelve months
hard labour on a charge of returning from
banishment. He was well-known in Gaol,
having been six times previously convicted.
An assistant turnkey said he found the
prisoner about 9 a.m. lying dead on the
floor of his cell. There was a mark round
his neck and his towel and belt joined were
hanging from the gate of the cell. He had
apparently hanged himself and the knot
must have slipped afterwards. He was last
seen alive at 8.15 when he was working the
crank in his cell. He had had breakfast
and appeared to be all right. Prisoners
working the crank are allowed a towel to
wipe away perspiration and they wear a
canvas belt to which their chains are at-
tached. These things are taken away from
the prisoners during the night. The cell
in which deceased was confined was one of a
series all fitted up in precisely the same way.
A wooden door shut off the cell from the
passage. The prisoner had not made any
complaint. His Worship said there might
be one or two other points in the case to
be inquired into, and he adjourned the in-
quest till to-morrow.

Mr. Wodehouse held an inquiry at the Ma-
gistrate's to-day into the death of Thomas
Carter, carpenter, who was found drowned
in the harbour on the morning of the 14th
inst. Mr. Edwards, proprietor of the Ma-
rino Hotel, said the deceased came to the
Hotel on the evening of Saturday, the 12th
inst., and had a drink. He was sober but
rather talkative. Witnesses did not wish to
stand talking to him in the bar and he went
along the Quay with him as far as Wilmer
Street. He never saw Carter again after
that. Carter was a well-known man in the
Colony. A Chinaman, who lived with the
deceased for twenty years, said he left
the house about 1.30 p.m. on the 12th inst.,
and did not return. There being no suspi-
cious circumstances, his Worship gave a
verdict of "found drowned."—An inquiry
was also held in the case of a patient in the
Tung Wah Hospital, who committed suicide
on the 19th inst., by hanging himself. An
attendant at the Hospital said he found the
deceased hanging to a tree in the garden
about midnight on the date mentioned. A
doctor was called at once but the man was
quite dead. The doctor said deceased had
been in the hospital since the 11th inst., and
was suffering from diarrhoea. He was last
seen alive on the evening of the 19th.
The doctor told him he was all right and
would be able to go out. The patient
said it was no use his going out, as he
was fond of opium smoking and had
better die in the hospital. The wards
were not kept locked at night but patients
were not allowed to go outside. Attend-
ants were put on watch to prevent them.
The deceased got out by a back door,
where there was no watch kept. The
witness could not say how the deceased
obtained the cord with which he hanged
himself. The inquiry was adjourned till
Friday.

FRANK Lincoln, the humourist, recently
said some funny things to an interviewer
from the *Kobe Herald*, and told him a
couple of smart stories, amongst them being
the following:—It was at the Hotel at
Nagasaki. One morning I heard the boy
say to an American who was stopping there
"Ohay!" "Good!" said the Am. "How
do you do?" "How thearnation did you know I
was at this State?" There are no such
things as any. Here's a dollar for you.

Two foreigners were drowned in the river
at Shanghai last week. The first was a
Frenchman belonging to the *Nedder*, who fell into
the water while going over the side of
the vessel to get on the platform alongside.
The other case of drowning occurred on
Thursday afternoon when a sailor belong-
ing to the *Lord Benger* slipped into a boat
while attempting to get on board. Neither of the bodies has
been found yet.

THE *Kashgar*, instead of going down to
Kobe, as was understood, is apparently
broken up at Kobe. Her topmasts are
down, her deck full of oil, and her
smoke-stack will be the next to go. When
sufficiently dismantled she is, we hear, to
be towed to Osaka.—*Hyogo News*.

We hear that owing to the increased demands
of business upon the Chinese land lines,
the Telegraph Administration have decided
to supersede their old-fashioned single
transmitters by more modern instruments,
with which all the more important stations
will be supplied. If they could only con-
ceive some system which would ensure the
transmission of messages within a reason-
able time, they would be taking another
step in the right direction. We have com-
plaints about the slowness of the service
every day and of the length of time it
takes to send a message.—*Shanghai Mer-
cury*.

H. M. S. *Wanderer* left Yokohama for Shang-
hai via Nagasaki and Port Hamilton on the
11th, to relieve the *Linnet*, which goes to
Hongkong. She will be followed shortly
by the *Scylla*, which will be senior officer
at Shanghai for the winter. Admiral Sal-
mon and family will arrive at Shanghai in
the *Albatross* about the middle of next
month, and mean to go up the Yangtze as
far as Wuhu. The *Leader* (senior officer),
Hyacinth, and *Penguin* remain at Yokohama
for the present. The *Mercury* comes to
Hongkong for coarser tubes, the *Caroline*
goes to Singapore, the *Rattler* and *Porpoise*
come to Hongkong to pay off. The *Albatross*
has left for home. The *Placer* goes shortly
to Singapore, and the *Imperieuse* re-
mains at Yokohama for a month, and then
comes to Hongkong.

THE Newswatch correspondent of the
N. O. Daily News writes:—"Native ship-
pers are looking for the new crop of peas,
several charters having been already made
for vessels to load towards the end of the
month. There is a rumour that the railway
will be open to the coast, and that it will
be a military line to connect Port
Arthur, the forts here, Munkden, and
possibly Kirin. The contract, we hear, has
been accepted by a German firm. The *s. s.*
Chitwang arrived on 11th from Shanghai,
and is reported to be leaky, some of the
import cargo being damaged. We do not
think, from all accounts, that she will be
able to carry out the intended charter for
millet to Tientsin until she has been re-
paired. Very likely the bottom plates have
got this after some fifteen years of scraping
over Taku and other bars."

The *Japan Gazette* tells the following story:
—An exciting incident occurred on the
British fleet on its way to Yokohama
from Hakodate on Monday last. About 10
a.m., and during a heavy gale, a man was
blown overboard from the *England*, and
the ship was being taken in. On the cry of
"man overboard" the ship was immediately
turned round. A life buoy was thrown
aboard, and the ship was rolling so heavily
that it was feared a boat would have been
swamped. There was great anxiety to
see if the man would catch the line, and
just as the ship was down on her side again
the man succeeded in doing so and was
landed safely on board the vessel. This
man was a seaman from the *Admiral*,
and was rewarded by the signal
"Well done" from the Admiral.

CRICKET.
ACCEPTANCE OF THE SINGAPORE CHALLENGE.
The following correspondence has been
forwarded to us for publication:—

Singapore, 16th Sept., 1890.
The Hon. Sec. Hongkong Cricket Club.
DEAR SIR,—In reply to the date of my last
letter, I have heard from the Colombo C. C.
in answer to a request from here, that a
date might be fixed for the arrival of their
team in Singapore, that the 30th December
would probably be the best. I see the
P. & O. mail from Hongkong, and I see
the same day, so I trust I may shortly hear
definitely from you that your team can
reach here on the 30th December also.
Will you please send a list of your team
as soon as you have finally fixed upon it.
We hope you will be able to bring a Law
Tennis pair, and a Bowling Crew.
Kindly let me have a reply as early as
possible and oblige.—Yours sincerely,
Geo. P. OWEN, Sec. & Tre. S.C.C.
A. K. Travers, Esq., Hongkong.

Hongkong Cricket Club,
Hongkong, 17th October, 1890.
The Hon. Sec. Singapore Cricket Club.
DEAR SIR,—In reply to your letter of the
16th ult., I am directed by the Committee
of the H. C. C. C. to accept your challenge,
and to state that a cricket team will be dis-
patched from Hongkong towards the end
of December. The names of the members
of the team will be sent later on.
In regard to sending a bowling crew to
Singapore, I have forwarded a copy of your
letter to the Hon. Sec. Victoria Cricket
Club, who informs me that he will lay
the matter before a committee meeting on
Wednesday next, and acquaint you with the
result.

As to Tennis, nothing has been arranged
up to the present.
Yours &c.,
(Sd) ARTHUR C. LAYTON,
Hon. Sec. H. C. C. C.

Good manners cover defects for a time.
The struggle of life is to make the best
of things that might be worse.—*George
Macdonald*.

At thirty, man suspects himself a fool.
Knows it at forty; and reforms his plan.
—*Young*.

Every day which is hidden to wait re-
turns with seven fresh duties at his back.
—*Charles Kingsley*.

Seize thou a man in cheek, joyful in
spirit and amiable in all his ways! He hath
taken a good look to wife.

COUSINS.—What is the plaintiff's attitude
as to this question? Witness—Roundly
lies about it constantly.

DEAR Lightbreen says in *Harper's*
Magazine: "Attentive observers of reli-
gious life in Germany discern a singular
phenomenon which is assuming more and
more alarming proportions. On the one
hand, statistics show that the number of
habituals are far from being lost, but as so-
cial participation in traditional acts and
ceremonies. On the other hand, almost
everywhere there are complaints of notable
diminution in church attendance. Many
churches in the towns and in the country
are three-quarters empty. At Berlin, where
there are only forty-seven churches and
twenty-seven chapels, with 60,000 souls, a
Protestant population of nearly a million,
the church services are very little attended.
People go to the cathedral to hear the fine
music and to see the Emperor. When the
liturgical service is over there is a consider-
able number—more than half the congrega-
tion goes away."

TIENTSIN.

(From the *Chinese Times*).
The latest reports of the Fowen Pincio
are to the effect that he is recovering.
The branches on the left bank of the
Peco, between Tientsin and Yang-kai,
have been closed and those on the right
bank are now being attended to. The
water has fallen rapidly on the plain east
of Tientsin, and there is a considerable area
of dry land round the half-way station be-
tween Tientsin and Taku; from the Taku
to the station of the railway, and from the
Taku-Tongshan section, the flood water has
almost entirely disappeared.

There is no change in the condition of
the river, the channels of the Lower Toku
and Upper Nine Ports still being choked.
Steamers have had a bad time this week,
the tide on the Bar for five days being only
9 ft.

We understand the Stewards have selected
the 20th, 21st and 22nd of November for
the Autumn Race meeting. The new
course is already marked out, and hung up
to dry, about 3 miles down the Taku Road.

THE LATE MARQUIS TSENG.

The following two documents have been
forwarded to the N. O. Daily News for
publication. They are translations of of-
ficial communications that will appear in
the native newspapers:—

[TRANSLATION.]
An official communication from Nish,
Taotai, to the family of the late
Marquis Tseung.

I, Nish, Taotai, graciously permitted to
wear the insignia of the second rank;
Superintendent of the Imperial Maritime
Customs for Kiangnan, inspecting the
ports for the districts of Soochow Fu, Sungkiang
Fu and Taitsing Chow, vested with mili-
tary powers; a Superintendent for Copper
Affairs; having ten additional official de-
grees bestowed, and credited with ten
merits on record, make this communica-
tion.

On the 29th day of the 7th moon of the
present year (13th September, 1890), I had
the honour to receive a despatch from your
Excellency Tseung, the High Superintendent
of Trade for the Southern Ports. In
this despatch his Excellency states that on
the 18th day of the 7th moon of the present
year of Kiang-Hsi (2nd September, 1890),
his Excellency dispatched a letter of the
Tungli Yamen despatched by post through
the Board of War. The Yamen, in their
letter, state that on the 30th day of the 7th
moon of the 10th year of Kiang-Hsi (16th
August, 1890), they received a communica-
tion from the Hon. the British Consul,
Minister in China, acquainting them that
his Excellency was commanded by Her
Royal Majesty the Queen of Great Britain
and Ireland, to express the regret which
Her Majesty felt on hearing unexpectedly of
the sudden death of the Marquis Tseung,
formerly Minister of China in England,
and to express the regret which Her
Majesty felt on hearing unexpectedly of
the sudden death of the Marquis Tseung,
formerly Minister of China in England,
and to express the regret which Her
Majesty felt on hearing unexpectedly of
the sudden death of the Marquis Tseung,
formerly Minister of China in England.

The High Superintendent of Trade, after
having received the despatch of the Yamen
together with the accompanying documents
and having made out a copy of such docu-
ments, instructed me, as Taotai, to convey
the message of Her Majesty the Queen to
the family of his late Excellency Tseung. I,
Nish, Taotai, therefore made a copy of the
original document and inform your hono-
rable family what I have been directed to
acquaint you with.

This communication is made to the family
of his late Excellency Tseung, a Marquis of
the First Grade and a late Vice-President
of the Board of Revenue, and dated this
9th day of the 8th moon of the 16th year of
Kiang-Hsi (22nd September, 1890).

[TRANSLATION.]
A copy of a despatch from Sir John Wal-
sham, British Minister in China.

Messieurs les Ministres,—I have the hon-
our to inform your Highness and Excel-
lencies that on a former occasion I had
the honour to be directed by the Hon. the
Marquis of Salisbury, Secretary of State
for Foreign Affairs, to convey to your
Highness and Excellencies the message of
Her Majesty the Queen, formerly His
Imperial Chinese Majesty's Minister in
England, having not long since returned
from England, where he had resided for a
number of years, and was, as I am com-
manded by Her Royal and Imperial
Majesty, the Queen of Great Britain and
Ireland, and the Empress of India, to convey
through your Honourable Yamen to the
family of his Excellency Tseung the deep
regret which Her Majesty felt on hearing
unexpectedly of the sudden death of his
Excellency Tseung, who, while residing in
England, was highly respected by the Eng-
lish people, and that I have therefore re-
quested the Yamen to forward His
Majesty's message to his Excellency Tseung's
family in obedience to my instructions.

I have the honour to be,
With the highest consideration,
Your most obedient and humble servant,
(Sd.) JOHN WALSHAM.

THE TREATMENT OF GRIFFINS.

"Special" writes to the *Shanghai Mercury*:—
I am reminded of my promise in your issue
of the 23rd August, to give a few hints
for treatment of subscription griffins by the
shipment of ten of this class of Roach
Mackerel, a portion of the 20 griffins
scribed for in Hongkong, per Canton, and
14 awaiting conveyance to Amoy. I throw
these hints to those requiring them in
hopes to lessen the number of lame ducks
characteristic of subscription griffin-treat-
ment at Hongkong and outports.

The first thing to look after is their feet.
No feet, no horse is the common and true
walk before their mid-day meal, 2 1/2 lbs.
grain, chopped straw and carrots. This is
a good average quantity.

For work, not only a few ten days
always washing Saturday night and rest on
Sunday. See they have walking exercise
twice a day; and it would be as well to also
walk before their mid-day meal, 2 1/2 lbs.
grain, chopped straw and carrots. This is
a good average quantity.

You can then send for slow gallop
quarters and half-mile, two or three times
a week for about ten days, after which you
go for longer distances. A hard and fast rule
work cannot be laid down as what would be
sharp work for one would be no work at
all for another. I have given a general
and simple line of treatment up to a certain

point, and must there stop. By this time
they will be in condition to stand
faster and longer work, and they will in all
probability be sound. The judgment of
the trainer will now come into play for
physicing, feeding, work, and general treat-
ment.

If these hints are acted up to I will guar-
antee that there will be much less lameness and
big D's not quite so plentiful.

RULES FOR JUNK OR BOAT TRADE WITH CHUNGKING.

The following is a translation of the rules
and regulations framed by the Imperial
Maritime Customs for the conduct of
Foreign trade with Chungking:—

THE CHARTERING OF NATIVE BOATS.

1.—English merchants are at liberty to
engage or charter Chinese owned boats.
The charter party must be drawn up in
Chungking, or vice versa, or charter them
for the round trip, (from Ichang to Chung-
king, then from Chungking to Ichang
again.)

2.—English merchants whenever employ-
ing Chinese owned boats must report the
names of the boats, the names of the
owners, who will grant them passes to
enable them to proceed. The pass will
contain a description of the boats, the owner
of same, and party who charter, and his or
their home names, and their destination.
All this must be in the pass.

3.—All boats engaged will be
granted a flag by the Customs, or after
observing all the rules, they may hoist their
own flag, in order to show that these boats
have been engaged by English merchants.
4.—All Chinese owned boats engaged by
English merchants to trade and carry mer-
chandise to and from the ports of Ichang
and Chungking, must conform to the existing
regulations, now in force at the different ports
under the Maritime Customs. Whenever
merchants wish to ship any merchandise,
they must first apply to the Customs for a
permit to ship, as well as to discharge any
merchandise, after which they will be
allowed to sail for their destination, and
whenever they are passing any other cus-
tom house or like office, they must stop
and let the like officials or Customs officials
examine their ship's papers, when if the
latter are all in due order, they will be
allowed to depart.

BOATS OWNED BY ENGLISH MERCHANTS.

5.—English merchants may own or build
their own boats, (i.e. according to Chinese
pattern) but in such cases they must notify
their Consul, who in turn will inform the
Customs Authorities of the fact, and the
Commissioner there will ascertain all the
facts, and duly register such application, as
notified by the Consul.

6.—To English owned boats the Customs
will issue a certificate, which will contain
the number of persons engaged to man the
craft, name and number of the boat, the
home name, whether sailing, the Customs
flag, or their own, besides which on the
bow of the boat its name and number are
to be painted in large letters.

7.—All the English owned boats flying
the Customs flag may also have their own
home flag, but should they desire to use
their own flag, they must notify their
Consul, who in turn will inform the Com-
missioner of Customs of the fact.

8.—English owned boats must observe
the existing rules in force at different
Treaty Ports, they must also apply for per-
mits to ship and land merchandise.

9.—English owned boats whenever pass-
ing the Customs House or like office, must
stop and show their certificates and
papers. After inspection by the officers, if
in order, they will be allowed to proceed
on their journey without delay.

MERCHANTS' RULES.

10.—English merchants using their own
boats or boats hired from Chinese and
carrying merchandise or opium must ob-
serve and conform to the existing rules and
regulations in force at the different Treaty
Ports on the Yangtze, (i.e.) goods may be
carried from other ports to Ichang, or
Chungking, and exported from the latter to
other ports.

11.—English merchants trading at Chung-
king, having purchased goods, are at liberty
to send them to Ichang or on other ports,
and should there be no sale at the latter,
then the same goods can be re-exported
to other ports again—just the same as if
the goods had been carried by a steamer.

12.—Merchants can send goods from
Ichang to Chungking, and Native produce
from Chungking destined for Foreign coun-
tries, not in sufficient quantities to
necessitate the sending of a special boat,
may be carried by any ordinary Chinese
boats, but first the goods must be reported
to the Customs, who will issue a permit
or pass. When goods are sent by such
Native boats when passing the Customs and
awaiting for examination must wait for
their turn, not like the Foreign owned
boats, and have to observe all the rules
regarding Chinese boat traffic.

13.—Applications for re-packing can be
made at Hongkong, or Ichang, but the per-
mit must be had before re-packing. After
examination has been made, the goods can
be taken away. Goods from Chungking to
other ports, may also be supplied with re-
packing orders.

DUTIES.

14.—All merchandise carried by English
owned boats must pay a duty according to
the existing regulations now in force at the
different Treaty Ports to the Maritime
Customs. Foreign owned boats are to pay a
tonnage duty, while those hired from Chi-
nese are to pay a hire duty.

15.—If goods or merchandise going up
the river from Ichang to Chungking get
into shallow water, and cargo boats have to
be employed to carry them to Chungking,
on arrival at Chungking no import duty is
to be paid on such goods.

16.—Native produce from Ichang to
Chungking, a whole export duty is to be
paid at Ichang, and upon arriving at Chung-
king the said goods are to pay another half
import duty.

17.—All produce from Chungking to
other ports have to pay export duty, and on
arrival at the destination port to pay a half
import duty, just the same as the existing
regulations for the Yangtze trade rules.

PROPOSED CHANGES IN THE TRANSIT-PASS SYSTEM.

The following document, says the *Shan-
ghai Mercury*, has been sent round to the
various Consuls in Shanghai by the Custom
Authorities. The subject is one of
importance to most of our readers, and will
come before the next meeting of the Com-
mittee of the (Shanghai) Chamber of Com-
merce on Monday next:—

Draft of Provisional Rules for the Issue
and Surrender of Transit Passes (out-
ward) at the Port of Shanghai, based
on those now in use at Chinkiang.

RULE I.

All Outward Transit Passes which have
been issued before the 14th September
1890, and which shall not have been avail-
ed of for the purchase of produce, and re-
turned to the Shanghai Customs before the
14th March, 1891, will, on the latter date,
be declared void, and the holder thereof
of Customs and the Consul will be re-
quired to recall the documents for cancellation.
All goods which the holders of such invalid
Transit Passes may attempt to bring down
under them will be confiscated.

Similarly, all Transit Passes issued sub-
sequently to the 14th September, 1890, and
not used within six months from the date
of issue, will be cancelled at the expiration
of such six months.

RULE II.

Applicants for Transit Passes will be re-
quired to give a Bond in which, firstly,
they undertake to abide by the provisions
of these rules, or to forfeit to the Chinese
Government a sum of money equal to six

Intimations.

NOTIFICATION—No. 100.
BRITISH NORTH BORNEO AND LABUAN.
REVENUE FARMS FOR 1891.

THE Government are prepared to receive tenders for the following FARMS for 1891:

1. The Opium Farm.—Including the sole right to import raw or manufactured Opium for consumption in the Colony of Labuan and its Dependencies, and in the State or District of British North Borneo to which the Farm applies, to grow, prepare, and sell Opium, Chundoo and Opium Dross.

The Regulations governing the Farm are contained in Labuan Ordinance No. 11, of 1873, adopted in British North Borneo, and in Notification No. 111, of 1890.

The Maximum retail prices allowed by the Regulations are as follows:—

Tons.	Chees.	Hoons.	Not more than 2 1/2
1	8	0	5.00
2	2 1/2	0	1.00
3	0	2	0.50
4	0	2	0.19
5	0	1	0.02
6	0	1	0.00

2. The Spirit Farm.—Including the sole right to import and to sell, or to license others to import and sell Chinese Wine and Spirituous Liquors of Chinese manufacture and the sole right to sell and to issue retail and wholesale licenses to sell all other Wines, Beer and Spirituous Liquors.

The Farm is governed by Proclamations No. 11, of 1880, and No. 11, of 1888.

3. The Gambling Farm.—Including the sole right to keep and to license others to keep Gaming Establishments.

The Farm is governed by Labuan Ordinance No. 11, of 1873, and Notification No. 131, of 1890.

4. The Gambling and Betting Farm.—Including the sole right to keep and to license others to keep Gambling houses, and to issue permits to Gamble.

The Farm is governed by Proclamations No. 11, of 1883 and No. 11, of 1889 and Notification No. 108, of 1889. It does not extend to Labuan.

5. The Customs Farm.—Including the sole right to collect all Import and Export Duties, payable to Government, viz:—On the East Coast—Export Duties on Rubber, Gutta, Wax, Birds-nest, Timber, and all jungle and sea produce. Import Duties on Tobacco, Spirits, Salt and Matches. On the West Coast—Export Duties on all jungle and sea produce, the same as for East Coast District. Import Duties on Salt, Spirits, Tobacco, Matches, Iron, Brass and Cloth.

6. The Blachan Farm.—Including the sole right to catch and to manufacture Blachan and to license others to catch and to manufacture Blachan.

7. The Birds-nest Farm, Darvel Bay.—Including the sole right to collect the Government Share of 10% small nests from Macai and Seglong Caves.

A separate Tender must be submitted for each of the above Farms.

Each Tender may be for one or more of the following Districts or places, and if the Farm of more than one of the Districts or places mentioned is applied for, a separate Tender should be submitted for each District or place, viz:—

1. The whole State of British North Borneo, extending from Sipitong River to Padas Bay on the West Coast to Sibucu Bay on the East Coast, and also the Colony of Labuan and its Dependencies, as regards the Opium Farm only.

2. The East Coast District from Tanjong Lintang to Sibucu Bay, including Darvel Bay, Seglong, and Sandakan Bays, Kinabatangan, Segama and all rivers within the District.

3. The Simpona District from Simpona to Batu Tenagat.

4. The West Coast District from Tanjong Lintang on the North to Sipitong on the South, including Banguay and Balmungan Islands and also the Colony of Labuan as regards Opium only.

5. Kudat District.—From Tanjong Lintang to Sempangangio Point including all Rivers to Marudu Bay and the Islands of Banguay and Balmungan.

6. Gaya District.—From Sempangangio Point to Banguay River, including Tampasak, Abai, Ambong, Sulaman, Tuaran, Gaya Bay, Putatan, Pagar, Kimaas and all Rivers south to and including Banguay.

7. Padas District.—From Kwalla Pengu to Sipitong, including Klias, Padas-Damit, and Padas Besar and all Rivers south to and including Sipitong; also including the Colony of Labuan as regards Opium only.

8. The Colony of Labuan and its Dependencies.—For the Opium Farm only.

Each Tender should state the monthly payments for the year 1891.

Tenders for the Opium Farm for the whole State, and the Colony of Labuan or for the East Coast District, and for the Spirit, Pawnbroking, Gambling Restriction and Customs Farms, East Coast or Sandakan, will be received by the Government Secretary, Sandakan, on or before 30th NOVEMBER. All Tenders should be under Seal and marked "Confidential Tender for Revenue Farm."

Tenders for the Farms for separate Provinces, such as Kudat, Gaya, Padas, Darvel Bay or Labuan, will be received by the OFFICIAL CHIEF of the Province or Colony on or before 15th of NOVEMBER.

The Government does not bind itself to accept the highest or any Tender.

Each Tender should specify in full the Names, Residences, and occupation of the Persons tendering, and should give similar information as to the proposed securities.

Persons who do not wish to Tender in their own Names may use a number of not less than 3 figures, but those doing so should send their true Names with the number used in a separate Envelope marked "Private" to the Governor at Government House.

All Farms are subject to the Laws and Regulations now in force, or which may from time to time be enacted or issued by Government concerning the same.

Any further information on the subject may be obtained from the Treasurer-General, Sandakan, or from the Officer-in-Charge of the different Districts or Stations, and from the Company's Agents in Singapore or Hongkong.

By His Excellency's Command,
L. P. BEAUFORT,
Government Secretary,
Sandakan, 21st September, 1890. 1744

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WATSON at Shanghai and Hongkong, at LARSEN, DAWSON & Co., Hongkong, and at the China Mail Office.

Mails.

NOTICE.
COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM-FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA: LONDON, HAVRE AND BORDEAUX.

THURSDAY, the 23rd October, 1890.

At Noon, the Company's S.S. IRAOULADY, Captain L. FLEURY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 22nd October, 1890. (Parcels are not to be sent on board; they must be sent at the Agency's Office.)

Contents and value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 20, 1890. 1814

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

SUSSEX.....FRIDAY, 31st Oct.

BATAVIA.....SATURDAY, 14th Nov.

AYRSHIRE.....THURSDAY, 14th Dec.

PARATHA.....THURSDAY, 21st Dec.

BATAVIA.....SUNDAY, 25th Jan.

AYRSHIRE.....THURSDAY, 19th Feb.

THE British Steamship SUSSEX, Captain HOLT, sailing at Noon, on FRIDAY, the 31st October, will proceed to VANCOUVER, via SINGAPORE, INDIAN COAST, KOREA and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong First Class.

To Vancouver and Victoria.....\$210 00

To Port Townsend, Seattle, Tacoma.....\$210 00

To Portland, Oregon.....\$240 00

To Winnipeg, Minneapolis, St. Paul.....\$260 00

To Chicago, St. Louis, Cincinnati.....\$275 00

To St. Louis, Detroit, Cincinnati.....\$28 00

To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buf.....\$200 00

To Philadelphia, Washington, Baltimore, New York, Albany, Buf.....\$200 00

To Quebec, Boston, Portland (Maine).....\$205 00

To Montreal, St. John's.....\$205 00

To Liverpool via London.....\$350 00

To Paris and Bremen.....\$345 00

To Havre and Hamburg.....\$335 00

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, October 13, 1890. 1775

ADAMSON, BELL & Co., Agents.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND RETURNING AT YOKOHAMA, SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be dispatched to SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th October, at 1 p.m., taking passengers and freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, Havana, Tampa, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco.....\$225 00

To San Francisco and return.....\$393 75

available for 6 months.....\$325 00

To Liverpool.....\$325 00

To London.....\$332 00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, October 16, 1890. 1697

C. D. HARMAN, Agent.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October 1890, at 10 a.m., the Company's Steamship NECKER, Captain H. SUMNER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th October. (Parcels are not to be sent on board; they must be sent at the Agency's Office.) Contents and value of Packages required to be declared prior to shipment.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, September 29, 1890. 1703

Occidental & Oriental Steam-Ship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GALLIE will be dispatched for San Francisco, via Yokohama, on SATURDAY, the 1st November, 1890, at 1 p.m., Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco.....\$225 00

To San Francisco and return.....\$393 75

available for 6 months.....\$325 00

To Liverpool.....\$325 00

To London.....\$332 00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, October 6, 1890. 1765

C. D. HARMAN, Agent.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to the P. and O. Co.'s Office. 6. From P. and O. Co.'s Office to the P. and O. Co.'s Office.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to Kowloon Wharves. 10. Kowloon Wharves. 11. Jardine's Wharf.

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